

NOTES

METAL RAIL SHALL BE GALVANIZED STEEL IN ACCORDANCE WITH THE REQUIREMENTS OF THE GENERAL NOTES AND THE FOLLOWING SPECIFICATIONS. ALUMINUM RAIL WILL NOT BE AN OPTION.

GALVANIZED STEEL RAILS

MATERIAL AND GALVANIZING ARE TO CONFORM TO THE FOLLOWING SPECIFICATIONS:

POST, POST BASES, ANCHOR PLATES AND RAIL SPLICE TUBES: AASHTO M270 GRADE 36 STRUCTURAL STEEL-GALVANIZED TO AASHTO M111.

THE CUT ENDS OF GALVANIZED STEEL RAILING, AFTER GRINDING SMOOTH SHALL BE GIVEN TWO COATS OF ZINC RICH PAINT MEETING THE REQUIREMENTS OF FEDERAL SPECIFICATION MIL-P-26915 USAF TYPE 1, OR OF FEDERAL SPECIFICATIONS TT-P-641.

RAILS: ASTM A500 GRADE B - GALVANIZED TO AASHTO M111.

WELDED RAIL STUDS: ASTM A108-GALVANIZED TO AASHTO M111.

HIGH STRENGTH ANCHOR BOLTS SHALL CONFORM TO ASTM F1554 GRADE 105. HEAVY HEX NUTS SHALL CONFORM TO ASTM A563 DH, AND WASHERS TO ASTM F436, TYPE 1. ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED TO AASHTO M111.

GENERAL NOTES

RAILING SHALL BE CONTINUOUS FROM END POST TO END POST OF BRIDGE. EACH JOINT IN RAIL LENGTH SHALL BE SPLICED AS DETAILED. PANEL LENGTHS OF RAIL SHALL BE ATTACHED TO A MINIMUM OF THREE POSTS.

FOR END OF RAIL TO CLEAR FACE OF CONCRETE END POST DIMENSION, SEE STANDARD NO. BMR9.

CERTIFIED MILL REPORTS ARE REQUIRED FOR RAILS AND POSTS. SHOP INSPECTION IS NOT REQUIRED.

METAL RAIL POSTS SHALL BE SET NORMAL TO CURB GRADE.

CURVED RAIL USAGE: WHERE RAILS ARE TO BE USED ON BRIDGES ON HORIZONTAL AND/OR VERTICAL CURVATURE THE CONTRACTOR MAY, AT HIS OPTION, HAVE THE REQUIRED CURVATURE IN THE RAIL FORMED IN THE SHOP OR IN THE FIELD. IN EITHER EVENT, THE RAIL SHALL CONFORM WITHOUT BUCKLING OR KINKING TO THE REQUIRED CURVATURE IN A UNIFORM MANNER ACCEPTABLE TO THE ENGINEER.

TO INSURE FUTURE IDENTIFICATION OF THE FABRICATOR, A PERMANENT IDENTIFYING MARK SHALL BE PLACED ON EACH POST. THE METHOD OF MARKING AND LOCATION SHALL BE SUCH THAT IT DOES NOT DETRACT FROM THE APPEARANCE OF THE POST, BUT REMAINS VISIBLE AFTER RAIL PLACEMENT.

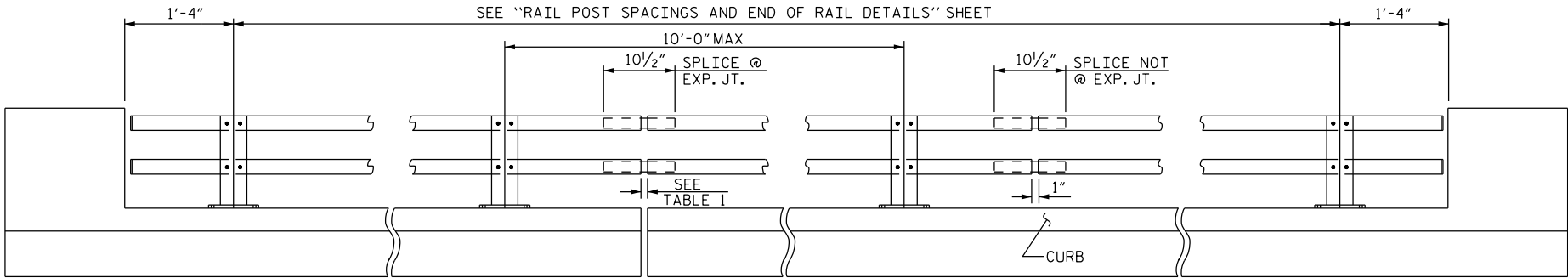
SHIMS SHALL BE USED AS NECESSARY FOR POST ALIGNMENT.

GROOVED CONTRACTION JOINTS, 1/2" IN DEPTH, SHALL BE TOOLED IN ALL EXPOSED FACES OF THE CURB AND IN ACCORDANCE WITH ARTICLE 825-10(B) OF THE STANDARD SPECIFICATIONS. A CONTRACTION JOINT SHALL BE LOCATED AT EACH THIRD POINT BETWEEN CURB EXPANSION JOINTS. ONLY ONE CONTRACTION JOINT IS REQUIRED AT MIDPOINT OF CURB SEGMENTS LESS THAN 20 FEET IN LENGTH AND NO CONTRACTION JOINTS ARE REQUIRED FOR THOSE SEGMENTS LESS THAN 10 FEET IN LENGTH.

THE RAIL SECTIONS SHALL BE ATTACHED TO THE POSTS BY TWO THREADED 3/4" Ø WELDED STUDS, PLATE WASHERS, LOCKWASHERS, AND NUTS.

FOR 32" ALASKA RAIL, SEE THE STANDARD SPECIFICATIONS.

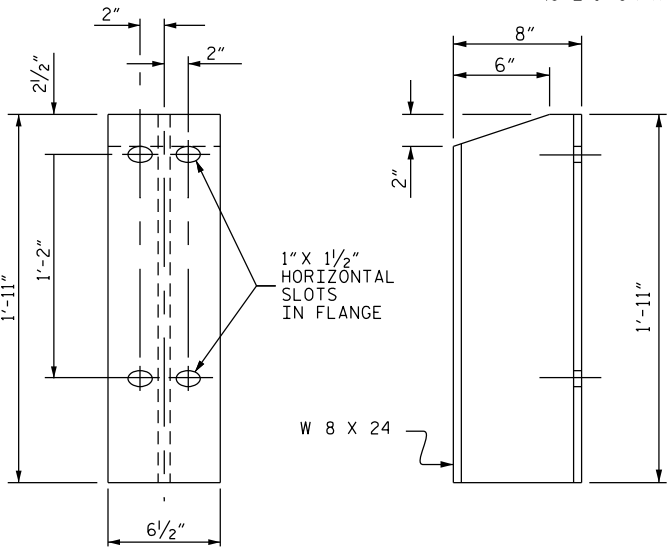
PAY LENGTH \_\_\_\_\_ LIN. FT.



ELEVATION

NOTE : FOR ATTACHMENT OF METAL RAIL TO END POST, SEE STANDARD NO. BMR9.

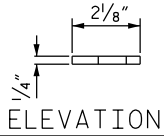
TABLE 1	
℄ EXP. JT. @	RAIL OPENING
BENT 1	
BENT 2	
BENT 3	



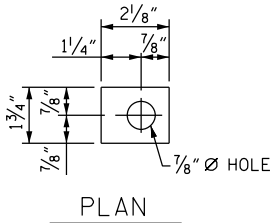
FRONT ELEVATION

SIDE ELEVATION

DETAILS OF POST

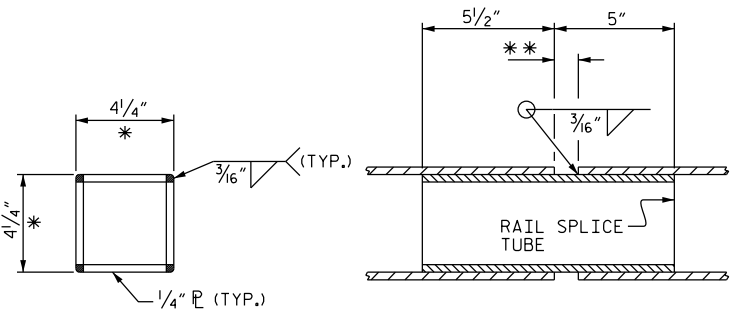


ELEVATION



PLAN

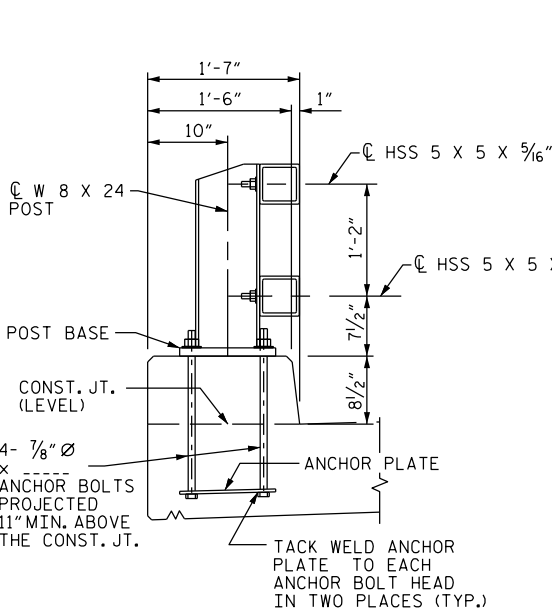
PLATE WASHER



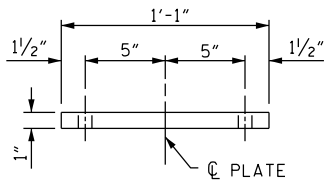
RAIL SPLICE DETAILS

\* - DIMENSION AFTER GRINDING RADIUS ON CORNERS TO MATCH INSIDE OF METAL RAIL. GRIND ALL EDGES PRIOR TO GALVANIZING TO ASSURE FIT.

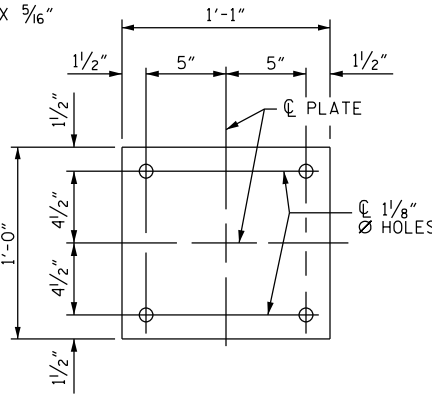
\*\* - 1" FOR SPLICE NOT AT EXPANSION JOINT; SEE TABLE 1 FOR OPENING FOR SPLICES AT EXPANSION JOINTS.



SECTION THRU RAIL

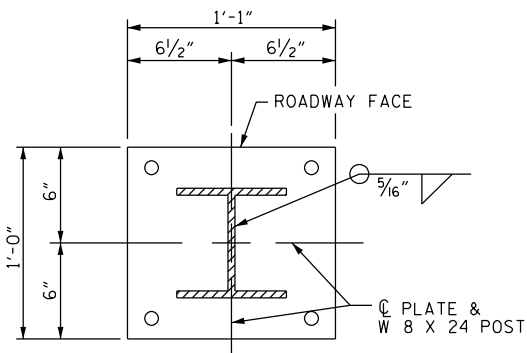


FRONT ELEVATION

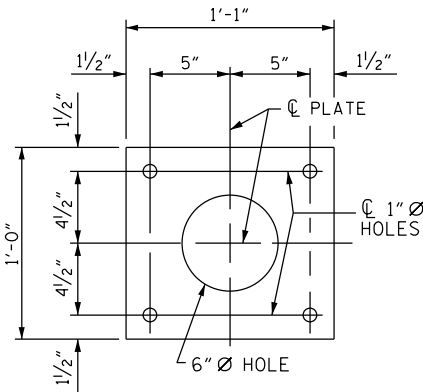


PLAN

POST BASE DETAILS

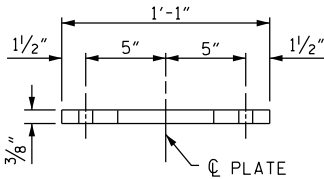


POST ATTACHMENT DETAIL



PLAN

ANCHOR PLATE DETAILS



ELEVATION

PROJECT NO. \_\_\_\_\_

\_\_\_\_\_ COUNTY

STATION: \_\_\_\_\_

SHEET 1 OF 2

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

STANDARD

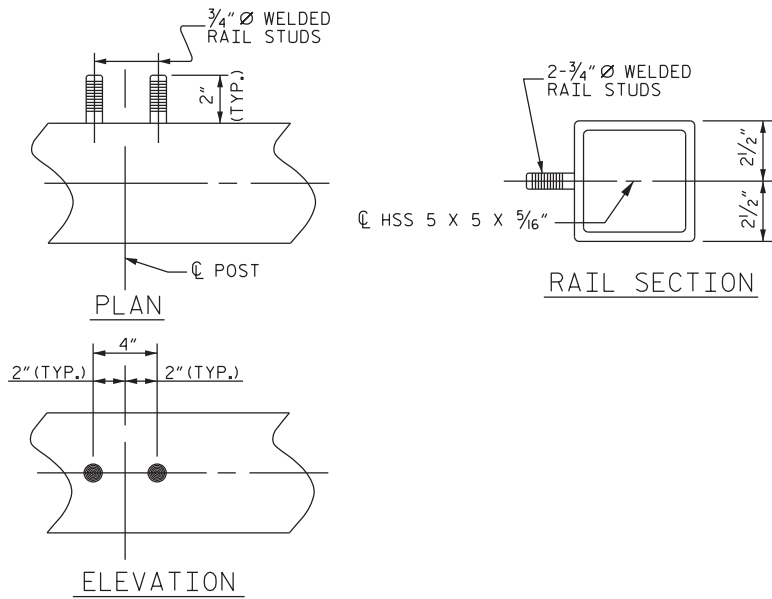
32" ALASKA RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-
1			3			TOTAL SHEETS
2			4			

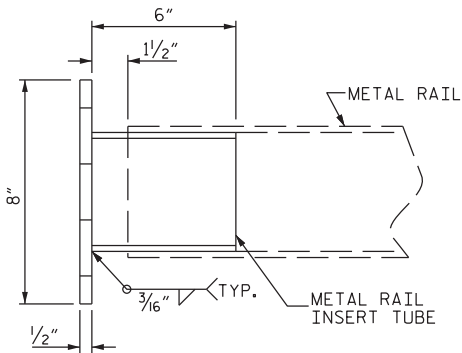
DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

STD. NO. BMR8

ASSEMBLED BY :	DATE :
CHECKED BY :	DATE :
DRAWN BY : RWW 7/14	REV. 12/17 MAA/THC
CHECKED BY : TMG 7/14	

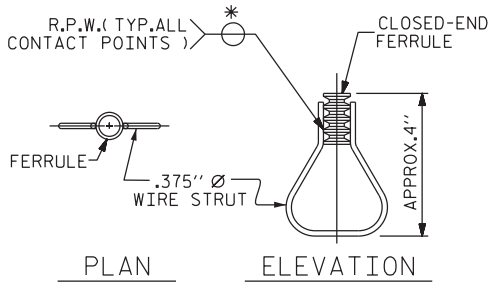
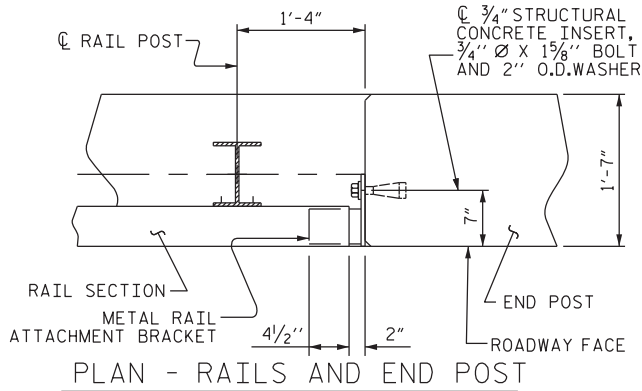
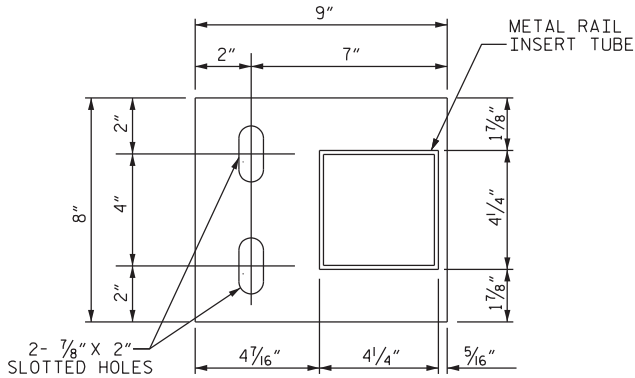


RAIL STUD DETAILS



METAL RAIL ATTACHMENT BRACKET

THE METAL RAIL INSERT TUBE SHALL BE FABRICATED FROM 1/4" PLATES.



STRUCTURAL CONCRETE INSERT

\* EACH WELDED ATTACHMENT OF WIRE TO FERRULE SHALL DEVELOP THE TENSILE STRENGTH OF THE WIRE.

PROJECT NO. \_\_\_\_\_  
\_\_\_\_\_ COUNTY  
STATION: \_\_\_\_\_

SHEET 2 OF 2

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

STANDARD  
RAIL POST SPACINGS  
AND  
END OF RAIL DETAILS  
FOR 32" ALASKA RAIL

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S- TOTAL SHEETS
1			3			4
2			4			

DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

STD. NO. BMR9

NOTES

STRUCTURAL CONCRETE INSERT

EACH STRUCTURAL CONCRETE INSERT ASSEMBLY SHALL CONSIST OF THE FOLLOWING COMPONENTS:

- FERRULE SHALL BE MADE FROM STEEL MEETING THE REQUIREMENTS OF AASHTO M169, GRADE 12L14 AND SHALL HAVE A MINIMUM LENGTH OF THREADS OF 1 1/2".
- 1 - 3/4" Ø X 1 5/8" BOLT WITH WASHER. BOLT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A307. BOLT AND WASHER SHALL BE GALVANIZED. ( AT THE CONTRACTOR'S OPTION, STAINLESS STEEL BOLT AND WASHER MAY BE USED AS AN ALTERNATE FOR THE 3/4" Ø X 1 5/8" GALVANIZED BOLT AND WASHER. THEY SHALL CONFORM TO OR EXCEED THE MECHANICAL REQUIREMENTS OF ASTM A307. THE USE OF THIS ALTERNATE SHALL BE APPROVED BY THE ENGINEER.)
- WIRE STRUT SHOWN IN THE STRUCTURAL CONCRETE INSERT DETAIL IS THE MINIMUM ALLOWABLE SIZE AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 100,000 PSI. AS AN OPTION, A 1/16" Ø WIRE STRUT WITH A MINIMUM TENSILE STRENGTH OF 90,000 PSI IS ACCEPTABLE.

NOTES

METAL RAIL TO END POST CONNECTION

EACH METAL RAIL TO END POST CONNECTION SHALL CONSIST OF THE FOLLOWING COMPONENTS:

- 1/2" METAL BRACKET PLATE AND 1/4" METAL RAIL INSERT TUBE SHALL CONFORM TO AASHTO M270 GRADE 36 AND SHALL BE GALVANIZED AFTER FABRICATION TO AASHTO M111.
- 3/4" STRUCTURAL CONCRETE INSERTS SHALL HAVE A WORKING LOAD SHEAR CAPACITY OF 4800 LBS. THE FERRULES SHALL ENGAGE A 3/4" Ø X 1 5/8" BOLT WITH 2" O.D. WASHER IN PLACE. THE 3/4" Ø X 1 5/8" BOLT SHALL HAVE N. C. THREADS.

THE 3/4" STRUCTURAL CONCRETE INSERTS WITH BOLTS SHALL BE ASSEMBLED IN THE SHOP.

THE COST OF THE 3/4" STRUCTURAL CONCRETE INSERT, THE 1/2" BRACKET PLATES, AND THE RAIL INSERT TUBES COMPLETE IN PLACE SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.

THE CONTRACTOR, AT HIS OPTION, MAY USE AN ADHESIVE BONDING SYSTEM IN LIEU OF THE STRUCTURAL CONCRETE INSERT EMBEDDED IN THE END POST. IF THE ADHESIVE BONDING SYSTEM IS USED, THE 3/4" Ø X 1 5/8" BOLTS WITH WASHERS SHALL BE REPLACED WITH 3/4" Ø X 6 1/2" BOLTS AND 2" O.D. WASHERS. ALL SPECIFICATIONS THAT APPLY TO THE 3/4" Ø X 1 5/8" BOLTS SHALL APPLY TO THE 3/4" Ø X 6 1/2" BOLTS. FIELD TESTING OF THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.

PLAN OF RAIL POST SPACINGS